mph of the Fuller Interests Over the Reorganization Committee Complete is a Contest for Supremacy-James stillman Stays in the Board. president Bradish Johnson and eleven

the directors of the United States Realty company resigned from the board of the failed States Realty and Construction Ampany at a special meeting yesterday the result of long standing disagreements regarding the policy of the company. The drectors who resigned are understood to have represented the Equitable Life, the Mutual Life and the Speyer interests in

The meeting was brief. Afterward this statement was issued at the offices of the company, 135 Broadway, as coming from Directors H. S. Black and Robert E. Dowling: At a meeting of the board of directors of the United States Realty and Construction Company, held here to-day, the following company, held here to-day, the following company were accepted: Charles Francis Adams, 2d, Edmund C. Converse, Hugh J. Grant, James H. Hyde, Charles F. Hoffman. Grant, James H. Hyde, Charles F. Hoffman, Bradish Johnson, Augustus Juilliard, Henry Morgenthau, William R. McIntyre, James Speyer, Charles H. Tweed and Cornelius Vanderbilt. The following will be elected vanderbilt. The following will be elected to all vacancies: F. H. Ray, Edwin Hawley and H. E. Huntington. The other vacancies will shortly be filled by interests which will work in harmony with the balance of the

work in harmony with the balance of the board.

It is the intention of the interests now in control of the corporation to proceed with its business and develop its properties. The unfair and unjust criticism of the corporation's alleged connection with labor unions has already been refuted, and the present board had already taken steps to remedy any defects which existed. The corporation has great elements of strength and under an intelligent and harmonious management will have a successful career.

The list of directors who resigned in

The list of directors who resigned includes all the members of the recently formed stockholders' committee, of which formed stockholders' committee, of which James Speyer was chairman, except James Stillman. The committee, which was formed in December with the avowed purpose of bringing about changes in the Fuller company management, announced remity that with the resignation of ex-Judge S. P. McConnell as president of the Fuller company and that company's entrance into the Building Trades Employers' Association its work was practically com-pleted. It intimated, however, that it might call for proxies at the annual meet-

ing.
Speyer & Co., beyond issuing a formal notice regarding the resignations, had no statement to make. The directors remaining in the company are: H. S. Black, Henry Budge, George G. Clark, Robert E. Dowling, Albert Flake, John W. Gates. Henry L. Higginson, S. P. McConnell, Kenneth K. MacLaren, R. Aymar Sands, Charles M. Schwab, James Stillman and P. A. Valentine.

The resignations of G. G. Haven, R. G. Babbage, B. M. Fellows, Faulkner Hill and M. B. Mead were presented in July, 1908, but have not been acted on. The four directors last named are connected with the company in official capacities and are

looked on as interim directors.

No official explanation of the wholesale resignations was made, but Wall Street supplied several. One of these was that a contest for control had been waged in the market, where realty stocks have gained 10 points on big sales, and that Harry S. Black had won this contest. This was supplemented by the statement that Mr. Black would now succeed Bradish Johnson as president of the company. A director of the company said that there had been contracted.

had been only one issue and that in its settlement there was no ill-feeling between the groups of directors who left the comcany and those who remain. This issues as to the conduct of the company

activities.

The New York Realty Company interests, which were largely represented by Speyer & Co. when they joined the Fuller company n the formation of the Realty company, were in business as managers of real estate operations. The Fuller company, on the other hand, was in the building business, and it was a matter of contention as to which should be developed. Robert E. Dowling and Albert Flake, who promoted the New York Realty Company, remain, however with the Realty and Construction Com

In the market yesterday Realty stocks were well supported. The preferred, which lost 3 points on Thursday on the announcement by THE SUN of impending resigna-tions, gained 2 points, and the common stock advanced % of a point to 5%.

HOME LIFE REPORT.

he Insurance Company's Outstanding Policies Larger by \$6,000,000.

The Home Life Insurance Company's forty-fourth annual report, just made public, shows that its invested funds are yielding in interest and rents an average of 4.57 per cent. The company's custom is to carry its deferred dividend fund in the liability, instead of the surplus account. If this were not done the report would show a surplus of \$2,268,988 against a liability of \$12,833,851, the latter item consisting princi-

pally of a reinsurance fund.

Payments to policyholders increased

15.74 per cent. in the year covered by the report while the paid for insurance in force gained more than \$6,000,000.

DAILY TREASURY STATEMENT

Washington, Jan. 15.—The cash statement of the receipts and expenditures of the Treasury shows:

... \$266,095 \$2,199,718 Sur. \$6,226,145 The receipts from customs to day were \$647,382 from internal revenue. \$630,615 miscellaneous, \$35,908. National bank notes received for redemption, \$1,500,997. The cash statement of the United States Treas-erer for Jan. 15 shows: RESERVE FUND.

Gold coin and builton TRUST FUND. Held against notes and certificates issued \$954,263,869 GENERAL PUND. Geld coin and buillon
Gold certificates.
Siandard silver dollars.
Silver certificates
Silver buillon Subsidiary silver and ininor coin.... Total In Bational banks Awaiting reimbursement.... \$145,133,547

Cash balance..... Live Stock Market.

.\$225.578.397

Receipts of beeves were 3.724 head, including 50 cars for export alive, 102 for slaughterers and 55 for the market, making, with a single car held over yesterday, 50 cars on sale. Six cars were cattle, sign of; the under grades, 15g20c. lower; 15g23c. Or the under grades, 15g20c. lower; 15g23c. common to prime native steers soid at 44g35.30 fat helfers at 33.0934.46. Dressect beef slow at 7g0c. per 100 lbs.; buils at \$3.10g34.65; cows at \$1.70g33.20 fat helfers at 33.0934.46. Dressect beef slow at 7g0c. per lb. for native steers. Liverpool and Longer lbs; tops, 113c. estimated dressed weight; sheep ports to day, none; to-morrow, 824 beeves and 0.300. Receipts of claves were 74 head, all for the market method of the carbon called the cattle of the carbon called the cattle of the carbon called the cattle of the carbon called the carbon called the carbon called the carbon called the called the carbon called the called the carbon called the carbon called the carbon called the called the carbon called the carbon called the carbon called the called FRIDAY, Jan. 15.

quarter of beef.

Receipts of calves were 74 head, all for the market, making, with the stale calves, 184 head on sale. Yeals were a fraction higher; barnyard and little mon to prime veals soid at \$449.50 per 100 lbs.; per ib. country dressed frimer at 601159c.

Receipts of sheep and lambs were 4.534 head, market, making, with the few stale, 945 cars on 1820c. lower; fully 4 cars on stock unsoid. Good prime sheep soid at \$449.50 per 100 lbs.; a selection of the stale o Receipts of hogs were 4,235 head, including about if a car for the market. Feeling firm for good ights; pigs nominally steady. No sales reported to a late hour.

GOSSIP OF WALL STREET.

A pessimistic trade, on being urged to buy a certain speculative stock because a gentleman who rode downtown that morning in an automobile with one of the big insiders had got a strong builtip on it, replied: "If I had a lot of money, I'd hate to ride around in automobiles with big insiders. If I had to do it, I'd keep counting from 1 to 100 in my mind, so that I wouldn't hear a thing that was said to me. I know a lot of people who are hung up with stock that they bought on inside information, the stock and the information coming from identical sources"

The selling of Erie was accompanied by the rumor that the full dividend would not be paid on the first preferred stock The object of decreasing it would be to continue the existence of the voting trust. The selling, brokers said, was sargely of a speculative character, traders participating heavily in the demonstration. The unfavorable Baltimore and Ohio earnings for December were also used as a bearish agrument on Erie, the theory being that earnings of both roads are governed more or less by the same conditions, and that when one makes a poor show-ing the other is likely to. The effect of the Baltimore and Ohio earnings upon the Batti-more and Ohio stock yesterday, however, was not such as would encourage selling of Erie short in anticipation of a weak December more and Ohio were traded in, and the stock closed at a net loss of but 1/4 per cent. Some thought the attack upon Erie might have been inspired by the unfriendly attitude of the company's New Jersey commuters.

The ease with which Northern Securities recovered the dividend that came off yesterday was favorably commented upon.

An operator of considerable prominence who feels uncertain as to the future of the market and is awaiting developments expects to find one of his signs in the Erie earnings. It is his opinion that the Erie's reports will best reflect at this time the condition of trade and industry in the East. The Erie's extraor-dinary business during the last eighteen months or two years, he reasons, was largely the overflow from the more important Eastern roads-tonnage which better equipped lines were unable at that time to handle, but which it. Assuming this to have been the character thinks that it should be the first of the big Eastern railroads to show important decreases through losing the business which came to it from other roads and which it did not itself control

It is reported that the Pennsylvania will make a poor showing for December. Traders who have sold railroad stocks in the last few months in anticipation of poor earnings have found it to be unsatisfactory speculation not because the earnings were not as exindifferent to the statements made. The bear crowd that sold Erie on advance information of the November statement, which turned out to be quite as unfavorable as expected, was never able to cover at a profit. There is some of that short interest still

Steel preferred will sell ex-dividend 1% per cent next week. That is why some traders are bulling the stock. They think a good many shorts will cover rather than pay the dividend.

It was understood to be the intention of the bull crowd yesterday morning to advance Pennsylvania and Steel preferred. Information of its plan was widely advertised. Both stocks opened with a show of considerable strength, but when the bull contingent found that it was getting stock pretty freely and also that sentiment was unresponsive, owing to the more ominous tenor of the foreign sylvania was bid up to 119%, it was seen that there would be a lot of stock for sale at 120. After operations for the advance were sus-pended the price reacted to 119%, closing at 11934, with a net advance for the day of but 34 per cent. Steel preferred was hid up to 5834 in the first few minutes of trading, after-ward declining to 5734. It closed at a net gain of % per cent.

"This," sai a trader last night whose day had been unsuccessful, "is a market in which they take your money with both science and grace. When you try to sell there is nobody side of the Realty company's activity to buy your stocks, and if you are short and crowd gets a little bullish and all the traders being to buy at once. They get the market up 3. Then they stop and consider whether they are going to be able to sell out, and, becoming a bit dubious about it, they all try to get out at once and the market goes down %. That's all there is to it."

It was reported yesterday that certain Philadelphia institutions had recently bought \$1,500,000 of current bonds in this market, and this was thought to account to a great extent for the improvement that has lately been noticed in the tone of the bond market. The Philadelphia buying is said to have reduced the floating supply of investment securities very perceptibly. The feature of the bond market again yesterday was the active demand for the United States Steel sinking fund bonds. There was one transaction of \$270,000 in these bonds. The Wahash debentures were also active, but inclined to weaken. The recent transactions in this

bond have been of a more or less speculative The latest bullish operation in Wabash debentures appears to have been undertaken independently of those who have long been supposed to control the market. A prominent Western house which has never before figured to and extent in Gould securities has been active in the recent manipulation. Wall Street operators are likely to resent trespossing especially in dull times, and this seeming intrusion upon one of the best known "specialties" in the hond market has caused a good

Perhaps the most interesting feature of the market yesterday from a traders' point of view was the squeezing of a large short in-terest in Rock Island common. The buying was the strongest that has

been seen for some time. Harris, Gates & Co. were said to be the largest buyers. Others of prominence were Van Emburgh & Atter-bury, Hollister & Babcock, Rutter & Gross and Keech, Loew & Co. Brokers supposed to be acting on orders from the Rock Island party took stock on the advance. It is intimated that a campaign is contemplated. It will depend largely upon general market conditions. The Moore contingent has been out of the market for a long time, giving only nominal support to its securities. It is said that the men composing the Rock Island party take a somewhat more hopeful view of the situation than they did a few months ago and are disposed to be more active in the market. Some of them are great traders, willing to operate on a large scale whenever there is a market suitable to their purposes. It is now a question whether they will attempt to create a market or await the natural de velopment of increased activity.

There was an expectant crowd in Wisonsin Central pretty much all day vesterday. but operations were on a comparatively small scale. The manipulation, traders thought. had been too freely advertised. They are afraid of the stock except when it is moving. They expected yesterday, apparently, to be able to trade against manipulative orders but these were not forthcoming as expected.

The story of a deal between the Gould and the Pennsýlvania interests has been so long circulating that traders were heard yesterday to express the opinion that unless the announcement were to embrace important details upon which rumors have not touched the immediate speculative effect might prove to have been discounted.

Produce Exchange Wants Ship News. A movement is under way at the New York Produce Exchange to provide members with a ship news service similar to that heretofore provided at the Maritime Exchange. The latter has removed its quarters from the Produce Exchange building. Practically all the steamship men at this port belong to the Produce Exchange as well as to the Maritime Exchange

MORE SHIPYARD LITIGATION. Carbon Iron and Steel Company Want to

Come In as Codefendants. Judge Andrew Kirkpatrick, in the United States Circuit Court at Newark yesterday, received an application from John W Boothby, counsel for the Carbon Iron and Steel Company of Pennsylvania, for permission to become party defendants in the suit brought by the Mercantile Trust Company of this city against the United States Shipbuilding Company to foreclose the mortgage of \$16,000,000 on the real estate of the latter company.

W. W. Greene opposed the granting of the application as a legal representative of the trust company, and Sherrerd Depue offered opposition also, as counsel for Re-

offered opposition also, as counsel for Receiver James Smith, Jr.

Mr. Boothby questioned the validity of the mortgages and transfers made to the United States Shipbuilding Company by the Samuel H. Moore & Sons Company of Elizabethport, but did not want to file an extra bill if it could be avoided. He hoped that the Court would grant the permission without delay. According to the bill, the Carbon Iron and Steel Company are creditors of the Moore & Sons Company to the extent of \$23,123.16 for material delivered. The bill states that the transfer of the Moore concern under the several deeds executed to the Mercantile Trust Company was fraudulent and decidedly detrimental to the interests of the creditors.

Mr. Greene said that if these individual creditors were allowed to intervene a settlement of the troubles of the United States Shipbuilding Company would never be

Shipbuilding Company would never be reached and that the petitioners should seek redress in the Court of Chancery. Judge Kirkpatrick said that he was in-clined to grant the petition, but in view of the fact that Mr. Greene desired to submit briefs he would withhold decision until next week.

BROOKLYN CLEARING HOUSE? Movement to Form One Started by Bankers

Across the River. An agitation has begun for the establish ment of an independent clearing house for the Brooklyn banks and trust companies. The matter came up at the last meeting of Group No. 7 of the State Bankers Association, which is made up of the banks on Long Island; and a committee was appointed, consisting of President John G. Jenkins of the First National Bank of Brook-iyn, S. M. Griswold of the Union Bank and C. T. Young of the City Bank, to con-sider what could be done and to report later. Mr. Jenkins's bank is now a member of the New York Clearing House. Owing to the rush of holiday business the committee has not yet met, but it is expected to do so

There is a great deal of unrest in the present clearing house situation, particularly among the Brooklyn trust companies. The yearly fee for clearing non-member banks was raised from \$500 to \$1,000 on Jan. 1 by the New York Clearing House, which on Feb. 1 will also raise the amount of cach reserve to be held by trust comp of cash reserve to be held by trust com-panies clearing through it from 5 to 7/2 per cent. There are nineteen banks in Brooklyn, with capitals and surpluses aggregating \$7,543,000, and nine trust com-panies, with capitals and surpluses of

ICE BOARD TO STOCKHOLDERS: Greenough Wants a Bond Guarantee -He Says That's Nonsense.

The directors of the American Ice Company have sent to the stockholders, in reference to the Greenough committee's call for proxies, to be used in bringing about a change in the management, a circular saying.

saying,

We feel it our duty to state to the stockholders that during the last few months
a controversy has arisen between Mr. John
Greenough and the present board of directors.
Mr. Greenough claims that the company
some years ago guaranteed the principal
of a quarter of a million of bonds originally
issued by the Maryland Ice Company of
Baltimore, and now owned or controlled
by him, and that this company is responsible
for the ultimate payment of such bonds.
Your board is satisfied that no such guarantee
was given, and that your company is neither
legally nor morally bound for their payment.
The matter is still undetermined. It will
be for you to say, therefore, whether, under
the circumstances, you wish to give him
and his associates power to name a board
of directors to act for you upon the controversy to which he is the party in opposing
interest.

Mr. Greenough was quoted yesterday

Mr. Greenough was quoted yesterday afternoon as saying that he did not think it necessary to reply to such criticisms, and that he had no controversy whatever with the American Ice Company, either about bonds or anything else.

TOO MUCH SUGAR.

Authority's Explanation for Declines in the Market. W. B. Thomas has been elected vicepresident of the American Sugar Refining Company, succeeding C. H. Senff. The

other officers have been reelected. Willett & Gray, who are locked upon as trade authorities, said in their weekly circular yesterday:
"There is evidently too much sugar in the

world. Apparently the return to normal prices can only be brought about by a heavy eduction in the European beet sowing The firm said that this week's decline in the local raw sugar market had been especially due to the heavy arrivals, with the prospect that the receipts for some time to

come, from Cuba alone, will be more than sufficient for refiners' requirements. Some of the Cuban planters need funds, and, as a consequence, sugar is being offered to re-finers faster than needed.

The refinery of the National Sugar Refining Company has resumed, after having been closed for the last few weeks.

TWO ORDERS IN COPPER FIGHT. One in Favor of the Boston and Montana, One in Favor of Heinze.

HELENA, Mont., Jan. 15.-The Supreme Court denied to-day the application for an injunction made by F. Augustus Heinze in the suit of Heinze and the Johnstown Mining Company against the Boston and Montana Company to restrain the latter company from working certain veins in the Piccolo, Dambetta and Leonard Lode

the Piccolo, Dambetta and Leonard Lode mining claims in Butte.

It was alleged by Heinze that the veins, which are being worked by the Boston and Montana Company, are part of the veins apexing in the Minnie Healy mine.

At the same time the Supreme Court denied the application of the Boston and Montana Company for an order restraining Heinze from extracting ore from the Minnie Healy mine pending the appeal in the case of Heinze against Finlen, which is now in the hands of the Supreme Court.

FINANCIAL NOTES.

If the estimates made in Wall Street yesterday of the movements of money during the week come anywhere near the truth the banks will show in their statement to-day a cash gain in excess even of the large increase exhibited in last week's bank statement. The forecasts vary between \$13,000,000 and \$16,000,000; the principal ones are \$13,-542,000, \$13,550,000 and \$15,639,500.

542,000, \$13,550,000 and \$15,639,500.

These Stock Exchange seats have been posted for transfer: Henry Prentice to Gilbert C. Greenway, Jr., former pitcher of the Yale baseball tram and now a curb broker; R. B. Whittemore, to his partner, John D. Irving; J. G. Marshall of McIntyre & Marshall, to James P. Thomas; G. Lee Stout, to his partner, Lewis C. Young, and Noah Content, to his son, Walter.

The Moody Publishing Company has

Content, to his son, Walter.

The Moody Publishing Company has brought out a coupon and dividend register which contains an alphabetically arranged directory of bond and stock issues, including electric and steam roads, gas and electric light companies, industrials and Government and municipal securities. The rates of dividends and interest, dates and places of payment and transfer offices are set forth in the book, which should be useful to banks and trust companies and to individuals acting in fiduciary capacities.

W. H. Bancroft, vice-president and general W. H. Bancroft, vice-president and general manager of the Oregon Short Line, has been appointed general manager of the Union Pacific Railroad Company. He will retain his Oregon Short Line post, but will move his headquarters to Omaha.

PINANCIAL.

TO HOLDERS OF FIRST MORTGAGE SIX

PER CENT. BONDS OF

The Mechanical Rubber Company The undersigned Trustees, under the mortgage

above referred to, desire under authority of said mortgage to expend the sum of Eleven Thousand Eight Hundred and Eighty-one Dollars and Eighty-three Cents (\$11,881.89) in the purchase of bonds of said issue, provided said purchase can, in their opinion, be now made advantageously. Offers of said bonds may be sent to the KNICK

way, New York, addressed to the undersigned on or before February 15th, 1904.

CHAS. T. BARNEY. Trustees. New York, Jan. 13th, 1904.

Colorado Fuel and Iron Company. Notice is hereby given that certificates of the Continental Trust Company for debentures of the COLORADO FUEL AND IRON COMPANY deposited under the Funding Plan and Agree-ment dated December 11, 1903, have been listed on the New York Stock Exchange, and that to comply with the requirements of the Stock List Com-mittee of said Exchange the time for deposit is mittee of said Exchange grant 25, 1804.

extended to and including January 25, 1804.

New York, January 16, 1904.

JAMES A. BLAIR, Chairman,

Chairman. WILLIAM L. BULL. OTTO T. BANNARD. PHILLIP LEHMAN, JOHN E. BORNE,

M. N. BUCKNER, Secretary, 26 Broad Street, New York.

NORTHERN PACIFIC TERMINAL CO. OF OREGON.

In accordance with the grovisions of the Deed of Trust of the Northern Pacific Terminal Company of Oregon, the following bonds have been drawn for account of the Staking Fund, viz.:

Nos. 98, 180, 242, 301, 398, 281, 588, 574, 780, 827, 770, 1018, 1787, 1484, 3008, 3058, 2068, 2069, 2062, 2082, 2118, 3364, 3361, 3522, 4002, 4009, 4112, and will be redeemed by The Farmers' Loan and Trust Company, Trustee, at its office, No. 16-22 William Street, Now York City at 110 and accorded therets. pany, Trustee, at its office, No. 16-22 William Street New York City, at 110 and accrued interest, of the 6th day of February, 1904, at which date in terest will cease on the above bonds. THE FARMERS' LOAN & TRUST CO., Trustee.

New York, January 18th, 1904.

COAL LANDS

6.000 acres in one of the best Southern Indiana helds; tests prove best-steam coal mined. Cheap production; direct transportation facilities to Chi-cago, Indianapolis, St. Louis, Louisville; crossing Frisco & Southern By. Prices attractive for in vestment or develonment

Address E. H. IGLEHART, Evansville, Ind. WINTER RESORTS.

Hotel Strand,

Atlantic City, N. J. Located between the Piers at the southern end

of Pennsylvania avenue; overlooking the world famed Boardwalk and Ocean. BUILT OF BRICK, STEEL AND STONE. FIREPROOF.

and Spring guests. Open all the year. Long-distance telephone in all rooms. Pure water from

Booking representative, Mr. J. L. Trenchard, at 3 Park Place, daily from 10 to 3. Also represented at Town and Country Bureau, 289 4th Ave. FAIRBAIRN & WILLIAMS.

SEA WATER BATHS.

HOTEL TRAYMORE.

Atlantic City, N. J.

Remains open throughout the year Svery known comfort and convenience Golf privileges; running water in bedrooms. TRAYMORE HOTEL COMPANY.

HADDON HALL

ATLANTIC CITY, N. J.

Hot and cold sea water baths. Long distance elephone in every bedroom. Golf links.

Write for illustrated literature.

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THE ST. CHARLES

Directly on the Ocean Front. Remains Open Throughout the Year. Sea Water in all Baths. Golf Privileges. NEWLIN HAINES.

ATLANTIC CITY, N. J.

Permanent Bureau of Information with personal representative at
1364 Broadway, above 36th Street, representing the following Hotels: Hotel Dennis, Hotel Brighton Haddon Hall, Hotel St. Charles, Young's Hotel, The Wiltshire, Mariborough House, The Duniop, Hotel Seaside, The Rudolf, The Chalonte, Hotel Traymore, New Strand Hotel, Galen Hall, The Islesworth, Garden Hotel Hotel Raleigh

MARLBOROUGH HOUSE. See to-day's adv. in Post.

Lakewood. The

LAKEWOOD HOTEL. LAKEWOOD, N. J.

The largest and leading hotel of Lakewood Lakewood is a world renowned Winter resort for health and recreation, and its principal hotel, The Lakewood, is probably the best equipped Winter Hotel in the world. Golf Links, Indoor Tennis Court, Squash Court, Bowling Alley, Palm Gardens, one quarter of a mile of Sun Parlors, Hydrotherapeutic (water cure) Baths, &c., &c. J. N. BERRY, Mgrs.

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MISCELLANEOUS. To the Golden Gate. **CALIFORNIA**

Southern Pacific "Sunset Limited."

Also connects for all Pacific Coast Points. Excellent Service guaranteed. 349 Broadway. NEW YORK.

TIN PLATE COMPANY TO MOVE. Geing Back to Pittsburg-Corey Not to

Retire as Steel Combine's Head. The sales and traffic departments of the American Sheet and Tin Plate Company are expected to be removed from this city to Pittsburg to-day. The president, treasurer, auditor and their departments will remove to the same city next Saturday. George G. McMurtry, chairman of the board, will remain here. This company represents a combination of the American Sheet Steel and the American Tin Plate companies, and is a sub-concern of the United States Steel Corporation.

Positive denial was made yesterday of reports that President William E. Corey will retire as the head of the Steel Corporation following his trip to Europe. Mr. Corey has four weeks leave of absence. His administration of the affairs of the Steel Corporation has been very satisfactory, and there is no idea of any change in the presidency. board, will remain here. This company

OCEAN STEAMERS.

"Hold on there!" Don't miss it again this season. Wall Street is all right: you can go away to rest and enjoy yourself. We have all the information and tickets for any kind of a journey. Tourist parties to Havana, Florida, Bermuda, etc.

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Cook's American Travellers' Gazette is invaluable to all who travel anywhere. Send 10 cents for sample copy.

Hamburg-American. Weekly Twin-Serew Service.
FOR PLYMOUTH, CHERBOURG, HAMBURG.
Patricia...dan. 18, 4 P.M. Waldersec.dan. 20, 3 P.M.
Pretoria...dan. 23, 8 A.M. Belgravia, Feb. 3, 8:20 A.M. Mediterranean Service. New York—Naples—Genea. By superb New Twin Serew Steamers. Cabin, 850, 860, 875, 890, Upward. According to Steamer.

S. S. Deutschland to Italy.

NORTH GERMAN LLOYD S. S. CO. PLYMOUTH—CHERBOURG—BREMEN,
K. Wm. II., Jan. 28, 10 AM | Kalser ... Apr. 5, 10 AM | Kalser ... Apr. 6, 23, 10 AM | Kronprinz. Feb. 23, 10 AM | Kronprinz. Mar. 22, 8 AM | OELRICHS & CO., 5 BROADWAY, N. Y.

WHITE STAR LINE, SERVICES Fast Twin-Screw Steamers of 11,400 to 15,000 tons, BOSTON DIRECT TO THE MEDITERRANEAN AZORES

BOSTON QUEENSTOWN, SERVICE. Apply to 9-11 Broadway, N. Y.

WHITE STAR LINE. NEW YORK—QUEENSTOWN—LIVERPOOL.
Teutonic. Jan. 20, 10 A.M. | Majestic. Feb. 3, 10 A.M. | Cedric. Jan. 27, noon | Oceanic. Feb. 10, 1 P.M. | Pier 48, North River. Office, 9 Broadway. New York.

JAPAN-CHINA Hawaii and Philippine Islands.

Atlantic Transport Line.

NEW YORK—LONDON DIRECT.

MENOMINEP JAN. 23, 9 A. M.

MARQUETTE JAN. 30, 9 A. M.

MARQUETTE JAN. 30, 9 A. M.

MINNEHAHA FEB 6, 8 A. M.

Only first-class passengers carried.
FOR RATES, ETC., APPLY AT 1 BROADWAY.

AMERICAN LINE.

PLYMOUTH—CHERBOURG—SOUTHAMPTON.

New York Jan. 16,0:30AM Phila...Jan. 30,0:30AM

St. Paul, Jan. 23,9:30AM St. Louis, Feb. 6,9:30AM

RED STAR LINE.

NEW YORK—ANTWERP—PARIS.

Kral'd, Jan. 23, 10:30AM Finland, Feb. 6, 10:30AM

Zeeland, Jan. 30, 10:30AM Vaderl'd, Feb. 13,10:30AM

Piers 14 and 15, N. R. Office, 73 Broadway, N. Y. OLD DOMINION LINE Por Old Point Comfort, Norfolk, Portsmouth, Pinner's Point and Newport News, Va., connecting for Petersburg, Richmond, Virginia Beach, Wash-ington, D. C., and entire South and West. Freight and passenger steamers sail from Pier 26, N. R., foot Beach st., every week day at 3 P. M. H. B. WALKER, Vice-President & Traffic Manager.

CUNARD LINE, TO LIVERPOOL
Umbria, Jan. 16, 2 P M; Etruria, Feb. 6, 9 A M
Lucania, Jan. 29, 9 A M i Umbria, Feb. 18, 2 P M
Sazonia, Jan. 30, 2 P M i vernia, Feb. 20, 7:30 A M
MEDITERRANEAN SERVICE
Aurania, Jan. 26, 11 A M.
Carrying Cabin and Steerage Passengers
From Piers 51-82, North River.
VERNON H. BROWN, Agt., 29 B'way.

HOLLAND-AMERICA LINE New Twin-Screw Steamers of 12,500 Tons.
NEW YORK—ROTTERDAM, via BOULOGNE.
Salling Tuesday, at 19 A. M.
Rotterdam ... Feb. 2 | Amsterdam ... Mar. 1
Sloterdyk ... Feb. 16 | Rotterdam ... Mar. 8
Statendam ... Feb. 23 | Noordam ... Mar. 22
TSteerage only. *Freight only.
Holland America Line, 39 B'way, N. Y.

OCEAN ROUTE to FLORIDA and the SOUTH.

STEAMBOATS. BOSTON AND POINTS IN NEW ENGLAND. FALL RIVER LINE, via Newport and Fail River, Leave Pler 19, N. R., foot of Warren St., week days, only at 5:00 P. M. Steamers PLYMOUTH and PLLGRIM. Orepester on each only at 5:00 P. M. Steamers PLYMOUTH and PILGRIM. Orchestra on each.
NORWICH LINE, via New London. Leave Pier 40, N. R., foot of Clarkson St., week days only at 5:30 P. M. Steamers CITY OF LOWELL and CHESTER W. CHAPIN.
NEW HAVEN LINE for New Haven, Hartford, Springfieki and the North. Leave Pier 40, N. R., foot of Clarkson St., week days only at 4:00 P. M., Steamer RICHARD PECK.

JOY LINE PROVIDENCE, \$1.50, EVERY WEEK DAY BOSTON, OUTSIDE LINE, DIRECT From Pier 35 East River. 'Phone 800 Orchard

HOTEL AND RESTAURANTS. WHERE TO DINE PARK PI

WHERE TODINE 3 Park Pl. Tel. 6030
Alc., a la carte—Tab., Table d'hote. Cortlandt
CAFE MARTIN.

26th Street, Broadway and 5th Avenue.
RESTAURANT A LA CARTE. MUSIC.
TABLE D'HOTE DINNER (from 6 to 9 P. M.), \$1.25.
Saturdays, Sundays and Holidays, \$1.50.
Served in the largest & best ventilated room in N.Y.
Telephone, 1200 Maddson. Cabs from Cafe Martin
to All Theatres up to 45th Street, 50c.
Superb Appointments for After-Theatre Parties.
Cafe dea Beaux-Arts | 80 W. 40th St. Musique et chants des Troubadours
Select and Exclusive Restaurant.
Cafe Francis 53.5 West 35th St. Select boheme, musique unique.
Herald Square Hotel 34th St., just west of Broadway. A la carte.
Hotel Westminster Evys. Tah. \$1.00. Lunch 50c.
Hotel Lafayette Old Hotel Martin. Also service a la carte.
University Pl. & 9th St. (Music by Stiettl's Orch.
World Renowned Restaurant.
Burns' Abst. & 6th Ave. Orchestra. New Annex. Rooms for Pivate Parties.
Healy's Inway. Col. Ave. & 66th St. offers tonight a good orchestra & fine alc. dinner.
Jack's 43d St. & 6th Ave.
Inch Jack St. & Howay. A merican Broadway Central Dinner, 75c. 530 to 8 P. M.
Harlem Casine 75c. 31. Sat., Sun., Venna Music.
Little Hungary 257 E. Houston St. Tah. with politan Mandollinists & Singers. Tues., Wed., Thurs.
SEELSCOPIE Changes. Tues., Wed., Thurs.
SEELSCOPIE Changes. Tues., Wed., Thurs.
SEELSCOPIE Changes. Singers. Tues., Wed., Thurs.
Seelscopie Changes. Sunch Ade. Bus. Men's lunch. Ala carte.
Alc. Bus. Men's lunch. Tdh. dinner.
Alc. Bus. Men's lunch. Tdh. dinner.
French table d'hote. 55c. (with wine).
HOTEL MARTHA WASHINGTON, 29 E. 20th
Murray's Town. Business men's lunch. Ala carte.
The Olympus Somely decorated. Superb culsine.

WATCHES AND JEWELRY.

WATCHES AND JEWELRY A.—WEEKLY payments, fine diamonds, watches, guaranteed lowest prices; business confidential. Call, write or telephone. WATCH SUPPLY CO., Three Maiden Lane. RATEROAD.

STATIONS FOOT OF WEST TWENTY-THIRD STREET AND DESEROSSES AND CORTLANDT STREETS.

EF The leaving time from Desbrewee and Certiandt Streets is five minutes later than that given below for Twenty-third Street Statice, except where otherwise noted.

7.45 A. M. FAST MAIL.—Parjor, Steeping and Dialing Cars. For Chicago, Indianapolis and Louisville.

9.45 A. M. ST. LOUIS LIMITED.—Pullman Steeping, Smoking, and Observation Cars. Cincinnati, Indianapolis, St. Louis. Dining Car.

19.25 A. M. PENNSYLVANIA LIMITED.—Pullman Steeping, Dining, Smoking, and Observation Compartment Cars. For Chicago, Cleveland, Toledo, and Detroit.

1.25 P. M. CHICAGO AND ST. LOUIS EXPRESS.—For Nashville (via Cincinnati and Louisville), Indianapolis, Chicago, St. Louis. Dining Car.

4.55 P. M. CHICAGO LIMITED.—Pullman Steeping, Smoking, and Observation Cars. For Chicago, Toledo, and Cleveland. Dining Car.

5.25 P. M. ST. LOUIS EXPRESS.—For Pittsburg, Cincinnati, Indianapolis, Louisville, St. Louis. Dining Car.

7.55 P. M. WESTERN EXPRESS.—For Chicago. For Toledo, and Chicago. For Chicago. For Toledo, and Chicago. For Robaville, St. Louis. Dining Car.

7.55 P. M. PACIPIC EXPRESS.—For Pittsburg, Toledo, and Chicago. For Knoxville, daily, via Shenandoah Valley Route.

128 P. M. CLEVELAND AND CINCINNATI EX. M. CLEVELAND AND CI

Nhenandosh Valley Route. Connects for Cleveland except Saturday.

125 P. M. CLEVELAND AND CINCINNATI EXPRESS.—For Pittsburg, Cleveland, Cincinnati,
Indianapolis, and St. Louis.

255 P. M. PITTSBURG SPECIAL.—Daily for Pittsburg. Dialog Car.

WASHINGTON AND THE SOUTH. WASHINGTON AND THE SOUTH.

7:55. \$2:5. \$9:25. *10:10 (Desbrusses and Cortlands Streets, 10:20) *10:55 a.m. *12:55. 2:10 (Desbrusses and Cortlands Streets, 2:29) (3:25 "Congressional Limited." all Parior and Dining Cars) *2:52 *4:25. *4:25 (Desbrusses and Cortlands Streets, 5:10) *9:25 p. m., 12:10 night. Sunday, 8:25, *9:25. *10:55 a.m. *12:55 (8:26 "Congressional Limited," all Parior and Dining Cars), *3:25, *4:25. *4:25 (Desbrusses and Cortlands Streets, 5:10) *9:25 p.m., 12:10 night. SUJTHERN HAILWAY.—Express, 12:55, 8:28, 4:25 p. m., 12:10 night daily, "Southern's Palm Limited." *12:40 p. m. week-days.

ATLANTIC COAST LINE.—Express, 9:25 a.m. and 9:25 p. m. daily, "New York and Florida Special," 2:10 p. m. week-days. 9:25 p. m. daily. "New 19:18 cial." 2:10 p. m. week-days. SEABOARD AIR LINE RAILWAY.—Express, 12:55 SEABOARD AIR LINE RAILWAY.—Express, 12:55 SEABOARD AIR LINE RAILWAY.—Express, 12:55 p. m. and 12:10 night daily. "Seaboard Florida Limited." 12:55 p. m. daily. "Seaboard Florida Limited." 12:55 p. m. daily.

NORFOLK AND WESTERN RAILWAY.—For Memphis, and New Orleans 3:25 p. m. daily.

CHESAPEAKE & OHIO RAILWAY.—7:55 a. m. week days and 4:35 p. m. daily.

FOR OLD POINT COMFORT AND NORFOLK.—7:55 a. m. week days and 3:25 p. m. daily.

ATLANTIC CITY.—9:35 a. m. and 2:55 p. m. week days. Sundays, 7:55 a. m. Through vestbuiled Trains. Buffet Parior Cars, and Standard Coaches on week days. Parior Sinoking Car, Parior Cars, Dining Car, and Standard Coaches on Sundays.

Cara, Dining Car, and Standard Conductions Sundays, CAPE MAY,—12:55 p. m. week days.

LONG BRANCH, ASBURY PARK.—(Interlaken Sundays), Ocean Grove and Point Pleasant (From West Twenty-third Street Station), 5:56 a. m., 12:25, 3:25, 4:56 p. m., and 12:10 night, week days Sundays, 12:10, 9:25 a. m., and 4:55 p. m. From Desbrosses and Cortlandt Streets, 9:00 a. m., 12:30, 3:49, 5:10 p. m., and 12:15 night week days. Sundays, 12:15, 9:45 a. m., 5:00 p. m.

FOR PHILADELPHIA.

daya Sundaya, 12:15, 9:45 a. m., 5:00 p. m.

FOR PHILADEL PHIA.

6:06, 7:25, *7:55, 8:25, 8:25, *9:25 (9:55 St. Louis Limited) *10:10 (Desbrosses and Cortlandt streets, 10:20) *10:25 (Penna. Limited), *10:35, 11:35 a. m.

*12:35, *1:25, 2:10 (Desbrosses and Cortlandt streets, 10:20) *255, *3:25, 3:35, 4:25, *2:26, *4:25 (*4:55 Chicago Limited for North Philadelphia only), *5:35, 6:35, 7:35, 8:25, 9:25 (9:55 or North Philadelphia only), p. m., 12:10 night week days. Sundays, 8:05, *7:35, 8:25, *9:25, (*9:35 Chicago Limited), 9:35 (*10:25 erna. Limited), *10:35 a. m., *12:35, *1:35, *3:25, 3:25 (*4:35 Chicago Limited for North Philadelphia only), *4:35, *55, 7:55, 8:25, 9:25 (9:35 for North Philadelphia only) p. m. 12:10 night "Dining Car.

Ticket offices Nos. 461, 1354, 113 and 261 Broadway; 182 Hifth avenue (below 236 St.); 235 Fifth avenue (corner 29th st.); I Astor House and stations named above; Brooklyn, 4 Court Street, 800 Fulton Street, 800 Hroadway and Pennsylvania Annex Station. The New York Transfer Company will call for and check baggage from hotels and residences through to destination.

Telephone "543 Cheisea" for Pennsylvania Rall-road Cab Service.

W. W. ATTERBURY.

General Manager.

Pass' Traffic Manager.

W ATTERBURY,
General Manager
GRO. W BOYD,
General Passenger Agent.

POST OFFICE NOTICE

(Should be read DAILY by all interested, as changes may occur at any time.)

Foreign mails for the week ending Jan. 16, 1904. will close (PROMPTLY in all cases) at the General Post Office as follows: PARCELS-POST MAILS close one hour earlier than closing time shown below Parcels-post mails for Germany close at 5 P. M. Friday, per steamship Patricla. Regular and Supplementary mails close at For-eign Station half hour later than closing time shown below (except that Supplementary Mails for Eu-rope and Central America, via Colon, close one hour later at Foreign Station)

TRANSATIANTIC MAILS.

(TURDAY.—At 6 A. M. for EUROPE, per steamship New York, via Plymouth and Cherbourg
(mail for Ireland must be directed "per steamship New York"); at 9:30 A. M. for SCOTLAND
direct, per steamship Furnessia (mail must be
directed "per steamship Furnessia"); at 10:30
A. M. (supplementary 12 M.) for EUROPE,
per steamship Umbria, via Queenstown; at per steamship Umbria via Queenstown; at 11 A. M. for DENMARK direct, per steamship Hekla (mail must be directed "per steamship Hekla")

After the closing of the Supplementary Trans-atiantic Mails named above, additional Sup-plementary Mails are opened on the piers of the American. English, French and German steamers, and remain open until within Ten Minutes of the bour of sailing of steamer

Minutes of the bour of sailing of steamer

Mails FOR SOUTH AND CENTRAL AMERICA

WEST INDIES. &C

SATURDAY.—As 3. M. for BRAZIL. per steamship Syracusa, via Pernambuco, Rio Janeiro
and Santos (mail for Northern Brazil. Argentine, Uruguay and Paraguay must be directed
"per steamship Syracusa": at 4 A. M. for AR.
GENTINE URUGUAY and PARAGUAY, per
steamship Ripley; at 6:30 A. M. for ST. KITES.
NEVIS. ST. EUSTATIUS. ST. MARTIN. BRITISH. DUTCH and PRENCH GUIANA, per steamship Ulier; at 5:30 A. M. (supplementary 9:30

A. M.) for CURACAO and VENEZUELA, per
steamship Zolla (mail for Savanilla and Cartagena must be directed "per steamship Zulla";
at 9 A. M. for PORTO RICO per steamship
Coama, via San Juan; at 9:30 A. M. (supplement
ary 10:30 A. M.) for SAVANILLA and CARTAGENA, per steamship Bolivia; at 10 A. M. for
GRENADA, TRINIDAD and CIUDAD BOLI
VAR, per steamship Grenada; at 10:30 A. M. for
CUBA, per steamship Grenada; at 10:30 A. M. for
CUBA, per steamship Mexico, via Havana; at
12:30 P. M. (supplementary 1 P. M.) for TURES
ISLAND and DOMINICAN REPUBLIC, per
steamship Cherokee

MAILS FORWARDED OVERLAND. &C. EXCEPT

MAILS FORWARDED OVERLAND. &C., EXCEPT
TRANSPACIFIC.
CUBA,—Via Port Tampa, Florida, closes at this
office daily, except Thursday, at 5:30 A. M.
(the connecting mails close here on Mondays,
Wednesdays and Saturdays).
MEXICO CITY.—Overland, unless specially addressed for despatch by steamer, closes at this
office daily, except Sunday, at 1:30 P. M. and NEWFOUNDLAND.—By rail to North Sydney, and thence by steamer, closes at this office daily at 6:30 P. M. (connecting mails close here every Monday, Wednesday and Saturday,) JAMAICA.—By rail to Philadelphia and thence by steamer, closes at this office at 11:30 P. M. every Sunday.

steamer, closes at this office at 11:30 P. M. every Sunday.

By rail to Boston, and thence by steamer, closes at this office at 6:30 P. M. every Friday.

MIQUELON.—By rail to Boston, and thence by steamer, closes at this office daily at 6:30 P. M. BELIZE, PUERTO CORTEZ and GUATEMALA.—By rail to New Orleans, and thence by steamer, closes at this office daily, except Sunday, at 41:30 P. M. and 41:30 P. M., Sundays at 41:30 P. M. Sundays at 41:30 P. M. Sundays at 41:30 P. M. Gonnecting mail closes here Mondays at 41:30 P. M. and 41:30 P. M. Sundays at 41:30 P. M. and 41:30 P. M. Sundays at 41:30 P. M. and 41:30 P. M. Sundays at 41:30 P. M. and 41:30 P. M. Sundays at 41:30 P. M. and 41:30 P. M. Sundays at 41:30 P. M. and 41:30 P. M. Sundays at 41:30 P. M. and 41:30 P. M. Sundays at 41:30 P. M. and 41:30 P. M. Sundays at 41:30 P. M. and 41:30 P. M. Sundays at 41:30 P. M. and 41:30 P. M. Sundays at 41:30 P. M. and 41:30 P. M. Sundays at 41:30 P. M. Sundays

at \$11:30 P. M. every Tuesday and Saturday.
\$REGISTERED MAIL closes at \$6:00 P. M. previous day.

TRANSPACIFIC MAILS.

NEW ZEALAND. AUSTRALIA (except West).
NEW CALEDONIA, FIJI, SAMOA and HA-WAII, via San Francisco, close here daily at
\$6:30 P. M. up to Jan. \$18th, inclusive, for despatch per steamship Sonoma. (If the Cunard
steamer carrying the British mail for New
Zealand does not arrive in time to connect with
this despatch, extra mails—chosing at \$5:30 A. M., 9:30 A. M. and \$6:30 P. M.: Sundays at
4:30 A. M., 9 A. M. and \$6:30 P. M.: Sundays at
4:30 A. M., 9 A. M. and \$6:30 P. M.: Sundays at
4:30 A. M., 9 A. M. and \$6:30 P. M.: Sundays at
4:30 A. M., 9 A. M. and \$6:30 P. M. will be made
up and forwarded until the arrival of the
Cunard steamer.)

CHINA and JAPAN, via Tacoma (specially addressed only), close here daily at \$6:30 P. M. up to Jan.
\$10th, inclusive, for despatch per
steamship Oanfa.

CHINA and JAPAN, via Vancouver and Victoria,
B. C., close here daily at \$6:30 P. M. up to Jan.
\$10th, inclusive, for despatch per steamship
Empress of Japan. (Merchandise for U. S.
Postal Agency at Shanghal cannot be forwarded via Canada.)

HAWAII, JAPAN, CHINA and PHILIPPINE
ISLANDS, via San Francisco, close here daily
at \$6:30 P. M. up to Jan. \$20th, inclusive, for
despatch per steamship America Maru.

CHINA and JAPAN, via Seattle, close here daily at
6:30 P. M. up to Jan. \$20th, inclusive, for
despatch per steamship Tosa Maria.
AUSTBALIA (except West). FIJI ISLANDS and
NEW CALEDONIA, via San Francisco, close here daily at
6:30 P. M. up to Jan. \$23th, inclusive, for despatch per steamship Alleria, and
AUSTBALIA (except West). FIJI ISLANDS and
NEW CALEDONIA, via San Francisco, close here daily at
6:30 P. M. up to Jan. \$23th, inclusive, for despatch per steamship Alleria, and San
Francisco, close here daily at 6:30 P. M. up to
Jan. \$23d, inclusive, for despatch per steamship Mariposa.

HAWAII, via San Francisco, close here daily at
6:30 P. M. up to Jan. \$23th, inclusive, for

BATT-BOADS. NEWYORK

> Trains arrive at and depart from Grand Central Station, 42d Street, New York, as below:
> North and west bound trains, except those leaving at 8:30, 11:30 A. M., 248, 3:30, 11:30 P. M., will stop at 12bth street to receive passengers ten minutes after leaving Grand Central Station.
>
> 12.10 A. M.—\$MIDNIGHT EXPRESS. — Due Albany 5:55 A. M. Troy 6:40 A. M.
>
> 7.45 at important stations.
>
> 8.30 A. M.—\$FAST MAIL.—24 hours to Chicage at important stations.
>
> 8.30 A. M.—\$FAST MAIL.—24 hours to Chicage Due Buffalo 4:45, Niagara Falls 5:25 P. M.
>
> 8.45 Due Buffalo 7:10 Niagara Falls 5:25 P. M.
>
> 10.30 Stops. Due Rochester 11:10 P. M.
>
> 11.30 A. M.—\$LOCAL EXPRESS.—Makes local stops. Due Rochester 11:10 P. M.
>
> 11.40 P. M.—\$CUITHWESTERN LIMITED.—Due Cincinnati 10:20, Indianapolis 11:20 A. M.
>
> 11.50 P. M.—\$CUITHWESTERN LIMITED.—Due Cincinnati 10:20, Indianapolis 11:20 A. M.
>
> 11.50 Chicago via Michigan Central and Lake Shore Rallroads.
>
> 2.45 P. M.—*The 20th CENTURY LIMITED.—20-hour train at Chicago via Lake Shore. Electric 12th and fans.
>
> 2.45 P. M.—*The 20th CENTURY LIMITED.—20-hour train to Chicago via Lake Shore. Electric 12th and fans.
>
> 2.40 P. M.—*Albany And Troy 7:05 P. M.
>
> 2.41 P. M.—*LORAL TROY FLYER.—Due Albany 6:40. Troy 7:05 P. M.
>
> 2.40 P. M.—*DetTroolt. GRAND RAPIDS and THE FOUR-TRACK TRUNK LINE.

3.40 P. M.—'ALBANY AND TROY EXPRESS.—Local stops.
P. M.—'DETROIT. GRAND RAPIDS and CHICAGO SPECIAL. 24 hours to Chicago via Michigan Central.
P. M.—'LAKE SHORE LIMITED.—234 hour train to Chicago. All Pullman cars. Due Cleveland 7:05 A. M., Cincinnati. 1:29, Indianapolis 3:10. Chicago 4:00. St. Louis 9:45 P. M. next. day.
P. M.—'WESTERN EXPRESS.—28 hours to Chicago via both L. S. and M. C. P. M.—'MONTREAL EXPRESS.—Via D. & H. or Ruiland. 4.00 5.30 6.00 7.00 & H. or Rutland.
P.M.—ADIRONDACK AND MONTREAL
EXPRESS.
P. M.—BUFFALO AND TORONTO 7.30 SPECIAL.
P. M.—SOUTHWESTERN SPECIAL.

9.30 P. M.—'PACIFIC EXPRESS.—Chicago St hours by M. C., 33 hours by L. S.

11.30 P. M.—'CHICAGO THEATRE TRAIN—Watertown, Ogdensburg, Buffalo, Detroit, Chicago and St. Louis.

'Daily. 1Except Sunday. 1Except Monday *Daily. IExcept Sunday. IExcept Monday

HARLEM DIVISION.

9:06 A. M. and 3:35 P. M. daily, except Sunday to
Pittsfield and North Adams: Sundays at 9:20 A. M.

Pullman cars on all through trains.

Trains lituminated with Pintsch light.

Ticket offices at 167, 261, 415 and 1216 Broadway.

25 Union Sq. W., 275 Columbus av., 275 West 125th

\$1., Grand Central and 125th st. stations, New York

38 and 726 Fulton st. and 106 Broadway, Brooklyn.

Telephone "900 38th street" for New York Central Cab Service. Baggage checked from motel or
residence by Westcott Express Company.

NEW YORK CENTRAL DOUITE

NEW YORK CENTRAL ROUTE NEW YORK AND BOSTON

Via Springfield and the
BOSTON AND ALBANY RAHLROAD.
Trains leave at 19:02 A. M., 112:00 noon, 4:00 P. M.
Tickets at New York Cental Ticket Offices, 167, 415 and 1216 Broadway, and at Grand Central Station.
A. H. SMITH, GEORGE H. DANIELS.
Gen'l Manager. Gen'l Pass'r Agent

(New York Central & Hudson River R. R., lessee.)
Trains leave Franklis St. Station, New York, as follows, and 15 min. later foot West 42d st., N. R. 47500 A.M.—For intermediate points to Albany.
11:20 A.M.—(1) Hudson and Mohawk Express.
*1:00 P.M.—Chicago Express.
*2:25 P.M.—Cont. Lim., for Detroit, Chi. & St. Louis.
13:45 P.M.—(2) for Hudson River points & Albany.
*8:00 P.M.—For Roch., Buffalo, Clev'd, & Chicago.
18:00 P.M.—For Roch., Buffalo, Detroit & St. Louis.
*0:15 P.M.—For Syra., Roch., Niag, Falis, Det. & Chi.
*Dally, †Dally, except Sunday. Leave Brook iyn Annex (1) at 10:45 A. M., (2) at 2:46 P. M.
Leave Jersey City, Penna. R. R. Sta., (1) at 11:20 A. M., (2) at 5:235 P. M. Time tables at principal hotels and offices. Baggage checked from hotel or residence by Westcott Express.
A. H. SMITH.
Gen'l Manager.

Gen'l Manager.

New York and Boston All Rail.

N. Y. N. H. & H. R. R. and connections

From Grand Central Station.

Leave.

48:00 A.M. Hartford and Williamante,
49:02 A.M. Springfield and Worcester,
10:03 A.M. Hisw-London and Providence,
10:09 P.M. Springfield and Worcester,
10:09 P.M. Springfield and Worcester,
10:09 P.M. Hartford and Providence,
10:09 P.M. Hartford and Providence,
10:09 P.M. Springfield and Worcester,
10:00 P.M. New London and Providence,
10:00 P.M. Springfield and Worcester,
10:00 P.M. Springfield and Providence,
11:00 P.M. Springfield and Providence,
11:

C. T. HEMPSTEAD, Gen. Pass. Agt. READING SYSTEM. READING SYSTEM,
NEW JERSEY CENTRAL R. R.
Liberty Street and South Ferry (Time from
South Ferry hve minutes earlier than shown below.)
EASTON, BETTILEHEM, ALLENTOWN AND
MAUCH CHUNK—24:00 (7:15 Easton only),
9:10 A. M., 1:20, 4:40, 5:00 (6:45 Easton only) P. M.
Sundays, 24:25 A. M., 1:00, 5:20 P. M.
WILKESHARRE AND SCRANTON—24:00, 0:10
A. M., 5:00 P. M. Sundays, 24:25 A. M., 1:00 P. M.
LAKEWOOD, LAKEHURST, TOMS RIVER
AND BARNEGAT—24:00, 9:40 A. M., 1:30
(3:40 Lakewood and Lakehurst only), 4:10, 45:00
P. M. (6:07 P. M. Saturdays), Sundays, 9:40 A. M.
ATLANTIC CITY—9:40 A. M., 13:40 P. M.
VINELAND AND BRIDGETON—124:00 A. M.,
(1:30 P. M.) VINELAND AND BRIDGETON—12400 A. M., (130 P. M.)
LONG HRANCH, ASBURY PARK, OCEAN GROVE, POINT PLEASANT AND SEASHORE POINTS—24:00, 8:30, 11:30 A. M., x1:20, 4:45, 5:30, 6:30, 11:50 P. M. Sundays, except Ocean Grove, 9:00 A. M., 4:00, 8:30 P. M.
PHILADELPHIA—(READING, 11:00 A. M., 12:20, 1:30, 1: except Sunday, §Sunday only, Farlor Cais only, if Via Tamaqua. xSaturdays. acknowledges. Compared to the Cais of the Cais of C

V. G. BESLER, C. M. BURT, Vice-Pres. and Gen. Mgr. Gen. Pass'r Agt. ROYAL BLUE LINE. NEW JERSEY CENTRAL R. R., PHILADEI PHIA AND READING RY. and BALTI-MORE AND OHIO R. R. Leave South Ferry. Liberty St. Ferry. MORE AND OHIO R. R.

MORE AND OHIO R. R.

Leave South Ferry. Liberty St. Ferry.

Balto.-Washington '8:25 AM '8:30 AM Buffet
Balto.-Washington '10:25 AM '10:20 AM Diner
Balto.-Washington '11:25 AM '11:45 AM Diner
Balto.-Washington '12:55 PM '1:00 PM Diner
Balto.-Washington '2:55 PM '3:40 PM Diner
Balto.-Washington '4:55 PM '5:00 PM Diner
Balto.-Washington '4:55 PM '7:00 PM Buffet
Balto.-Washington '12:50 PM '7:00 PM Buffet
Balto.-Washington '12:50 PM '7:00 PM Buffet
Balto.-Washington '12:50 PM '7:00 PM Buffet
Balto.-Washington '4:55 PM '7:00 PM Buffet
Balto.-Washington '12:10 nt. '12:15 nt. Sleepers
'Dally. '5:00 PM Buffet
Balto.-Washington '12:10 nt. '12:15 nt. Sleepers
'20 PM Buffet
'7:00 PM Buffe

BALTIMORE AND OHIO RAILROAD

LEHIGH VALLEY. Foot of West 23d A. Cortlandt and Desbrosses Sts. B. *Daily. † Except Sunday. Sunday changes: 412.45. e8.00. n5.25. x5.45.

Tickers and Pullman accommodations at 167, 261, 290, 285, 1234 and 1834 Broadway, 182 5th Ave., 25 Union Squares West, 245 Columbus Ave., N. Y.; 360 Fulton St., 4 Court St., 350 Broadway, and Ff. Fulton St., 360 Court St., 370 Broadway, and Ff. Fulton St., 370 Broadway, and St., 370 Broadway, 370 Broadway, and St., 370 Broadway, Lackawanna Railroad.

Leave New York foot Barelay and Christopher Sts. 18:00 A.M.—For Binghamton and Syracuse.
10:00 A.M.—For Binghamton and Syracuse.
10:00 A.M.—For Binghamton and Chicago.
10:00 P.M.—For Seranton and Plymouth.
10:00 P.M.—For Builalo and Chicago.
10:00 P.M.—For Builalo and Chicago.
10:00 A.M.—For Utica, Oswego, Ithaca, Buffalo.
10:00 A.M.—For Chicago—Sleepers open 9 P. M.
Tickets 167, 429, 1183, 1434 Broadway, N. Y.; 335
10:00 F.M.—Bor Utica, Oswego, Ithaca, Buffalo.
10:00 A.M.—For Chicago—Sleepers open 9 P. M.
10:00 A.M.—For Dullay 18:00 A.M.—For Chicago—Sleepers open 9 P. M.
10:00 A.M.—For Sunday N. Y.; 335